



ANNUAL RE-UNION OF THE SALVATOR BICYCLE CLUB.

HOW THE CARS ARE COOLED.

Cold Air Compressors Are Driven by the Motion of the Wheels.

In recent years there have been vast improvements in the methods of refrigerating railway cars for the transportation of perishable goods, such as fruits, vegetables, eggs and meats. The frequent icing of refrigerating cars en route constitutes one of the largest items of expense in the handling of perishable freight. Whenever trains carrying a refrigerating car arrive at certain designated stations they are halted for the refilling of the ice chests of the cold storage cars.

A Philadelphia inventor conceived the idea of applying mechanical refrigeration to such railroad cars, depending upon the car axles to furnish the necessary power for compression purposes. Inasmuch as train-lighting systems innumerable have been devised and practically operated on this

principle, it is only a question of mechanical details to similarly operate a refrigerating system. The sides of the cars are lined with refrigerating coils containing compressed carbonic acid gas or carbonic dioxide. A tank carried on the roof of the car supplies water for the condensing purposes, its effectiveness being enhanced by the use of an absorber covering for the condensing pipes. The problem of furnishing a reservoir of cooled material to supply the necessary cooling while the car is at a standstill, on side tracks or at terminals or waiting on belt lines has been solved by the use of brine-filled tanks located at the ends of the cars.

The expansion coils are immersed in these brine baths, reducing the temperature of the brine sufficiently so that the radiation from the tank into the car maintains the car at the temperature desired, the capacity of the compressor being sufficient to furnish a surplus of refrigeration beyond that necessary for the maintenance of a proper car temperature while the car is in motion. An automatically tem-

perature-controlling door is also embraced in the invention. Its function is to prevent the car from attaining too low a temperature, which in the handling of some classes of goods, notably fruits, would be as fatal as too high a temperature. This door opens into the atmosphere at a predetermined temperature, through the medium of a thermostat, automatically closing again whenever the temperature has risen to the proper point.

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PROFITS OF A FAMOUS SONG.

Only Fifty Dollars for Danks' "Silver Threads Among the Gold."

The death of Hart Pease Danks at Philadelphia recalls the history of his most popular song, "Silver Threads Among the Gold."

This song, according to an old friend of Danks, Tom Moore, was composed about 1870 and was published in 1873 by Charles H. Harris. It sprang into popularity at once and had a sale of more than 100,000 copies.

Danks was often credited as having written the words as well as the music, but the real author of the words was Eben E. Rexford.

At first Danks was unable to procure a market for the song, and in sheer disappointment thrust it into a bureau drawer. One day he came across the manuscript and submitted it to Harris, who realized its merits and published it.

Mr. Moore says that Danks received only \$50 for it, dividing the money with Rexford. The song became popular in a night and was used by all the well-known minstrel troupes throughout the country. Harris made a fortune out of it.

It is said that Mrs. Rexford's mother inspired the song. She had luxurious golden hair as a girl, and as she grew older it became sprinkled with gray. Rexford wrote a number of other songs, but none of them ever attained the popularity that "Silver Threads Among the Gold" did. The song has been copyrighted again and is still selling.—New York Sun.

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